



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Regional Transportation Operations Coalition

Draft Minutes

July 19, 2012

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Present: Claire Bozic Chair-CMAP, Gerry Tumbali – RTA, David Zavattono – CDOT, Christina Kupkowski – WCHD, Kevin Price – IDOT ITS, Chuck Sikaras – IDOT, Mark Pistick – RTA, David Tomzik – Pace, Rich Jezierny – Cook County Highway Department, Michael Bolton – Pace, Duana Love – FTA, Tom Magolan – IDOT District 3, Tammy Wierciak – WCMC, Bruce Carmitchel – IDOT, Abraham Emmanuel – CDOT, Dave Ziesemer – DuPage County, Bill Baer – TCC, Sam Van Hecke – Cambridge Systematics, Matt Letourneau – URS, Tom Szabo – Kane County (Phone)

Staff Present: Parry Frank, Todd Schmidt

1.0 Call to Order

Claire Bozic, Chair called the meeting to order at 9:30 a.m.

2.0 Agenda changes and announcements

Mr. Sikaras would like CMAP staff to update the group on the MAP-21 performance measures at the next RTOC meeting

3.0 Approval of Minutes

The minutes were approved.

4.0 Cook-DuPage Smart Corridors

Mr. Van Hecke with Cambridge Systematics presented the phase 1 results of the Cook-DuPage Smart Corridors Plan and Design. The project was sponsored by the West Central Municipal Conference and the DuPage County Mayors and Managers. Many agencies, such as IDOT, RTA, CTA, Pace, Metra, CMAP, and others participated in the Cook-DuPage Corridor Planning Group. The purpose of the project is to improve travel for all modes through low cost operations/ITS solutions with a goal of selecting four corridors for implementation and pilot projects.

Implementing a smart corridor will include ITS and operational improvements in the following areas: traffic management, improved traveler information, incident management, and transit management. The project was divided into four steps to

determine which four corridors would be selected as smart corridor candidates. The four steps included identifying corridor limits, prioritizing corridors, corridor characteristic diagrams, and selection of corridors. The study area for the project was bound by IL 50 to the east, the Metra Milwaukee District West line to the north, the Metra Burlington Northern Santa Fe line to the south, and roughly IL 59 to the west. The corridors were ranked through a set of evaluation criteria such as traffic volume, congestion, population and employment density, safety, and others. Decision support materials and corridor characteristic diagrams which helped rank the candidate corridors.

The planning group agreed on 4 corridors for advancement to the design phase of the project. The four corridors include: Cermak/22nd/Butterfield, Harlem Avenue, North Avenue, and Roosevelt Road. Phase II, the conceptual design of the smart corridors, is currently on hold. This phase will assess the existing conditions and design a concept of operations and functional requirements for each corridor. It will also conduct a technology scan, create concept design plan documents and develop a maintenance/operational plan for the corridor. Cambridge Systematics has partnered with Jacobs engineering for phase II of the project.

Mr. Emmanuel asked why the Cicero Avenue corridor was not selected to advance to the next phase of the project since it received the highest score. Mr. Van Hecke said that the planning group thought the corridor was too far east to be included in the Cook-DuPage corridor. Mr. Sikaras commented that it would be nice to have the data used to rank the corridors. Mr. Bolton mentioned that the process was easy to understand and thought policy makers would be able to easily digest the information.

5.0 Safety Analysis

Mr. Frank presented on his work regarding hour-of-the-week crash trends between the years 2005-2010 for the Chicago region. He also provided an overview of crash rates by vehicle classification. Serious and fatal crashes have decreased more than the total vehicle miles of travel in the region between the years 2005 and 2010.

There was less vehicle miles traveled (VMT) on non-freeway roads in 2010 compared to 2005. The freeway system in the region experienced more VMT during weekday daytime hours and weekends, but less VMT during weekday overnight hours in 2010 compared to 2005.

The hourly distribution of the number of serious or fatal crashes that occurred on freeways decreased almost every hour in 2010 compared to 2005 except for the late Saturday night/early Sunday morning period. The hourly rates of fatal crashes per 100 million VMT on the non-freeways decreased for nearly every hour of the week for the study period. The fatal crash rates also decreased on the freeways except for the late Saturday night/early Sunday morning period.

For both years, 2005 and 2010, serious crashes were much more likely to occur in the late night hours based on crash rates per VMT on both non-freeways and freeways. In addition, the likelihood of a crash resulting in a fatality increases substantially during the late night hours. Even though there are more vehicles on freeways and non-freeways during the daytime, the post-midnight hours on the weekends experience the highest number of fatal crashes.

The analysis of serious crashes shows that during the daytime, drivers are about twice as likely to be involved in multi-vehicle crashes, compared to single vehicle crashes. During the late-night periods, the majority of serious crashes only involved a single vehicle.

Trucks are also more likely to be involved in a multi-vehicle crash during the daytime hours on non-freeways and toll roads in the region during 2010. Trucks travelling on the tollway roads experience a higher crash rate per 100 million VMT during the A.M. peak period, while the trucks traveling the non-freeways experienced a higher crash rate per 100 million VMT during the afternoon hours in 2010. The crash rates for trucks traveling on the toll roads were much lower than the crash rates on the non-freeways.

Mr. Tumbali asked if there were any seasonal variation in the number of crashes and Mr. Frank responded that this study did not take into account seasonal variations. Mr. Ziesemer asked if a map was available to identify accident hot spots on the freeways and Mr. Frank said one was not made for this study. Mr. Carmitchel told the group that IDOT has motor vehicle crash reports and other related information posted on its Division of Traffic Safety website.

6.0 Congestion Management Process

Mr. Schmidt informed the group of the new draft CMP documentation available and would like RTOC participants to provide comments on the draft at the next RTOC meeting. The CMP is the process for comprehensively addressing congestion on the surface transportation system in our region. The draft document provides the background, objectives, system definition, and multi-modal performance measurement for the region's CMP document. The CMP is a very useful tool and was used in CMAP's initial CMAQ focus programming. CMAP staff will post the document and alert RTOC participants where the document is posted on the RTOC webpage.

7.0 CMAQ & Performance Measures

Mr. Schmidt reviewed the recommended operations performance measures memo. The RTOC identified system modernization, corridors, special projects, and operations strategies as four areas to focus RTOC activities. To support the project focus categories,

CMAP staff recommends tracking a limited number of performance measures. Staff recommends tracking congestion, reliability, safety, and system modernization.

Congestion will be measured by travel time index and speed. The travel time index can be used to track whether transportation network conditions are getting better or worse and to identify locations for improvement. Travel speed is easily understood, but it is only appropriate at the corridor level. Reliability will be measured by planning time index. Like travel time index, this measure can be used to track transportation network conditions and identify needed improvements. Safety will be measured by crash rates and system modernization will be measured by the region's investment in operations technologies and strategies.

Data to track the performance measures should be readily available and be easy to understand. CMAP staff currently tracks a number of indicators as part of the congestion management process. The intent of the performance measures is to identify measures to focus on and identify locations for improvements.

Mr. Pistick asked if the performance measures were going to be used for project or regional evaluation. CMAP staff responded that the performance measures can be used for both regionally and on an individual project basis. The performance measures will also allow for projects to be directly identified. Mr. Letourneau commented that the system modernization was more of a tool than a performance measure. The group agreed and staff was directed to remove the system modernization measure. Mr. Tomzik would like to have pedestrians mentioned in the memo and be part of the performance measure. CMAP staff agreed and will make the additions to the memo. Mr. Zavattero would like CMAP staff to draft a memo which describes the process used to calculate the proposed measures and the data sources. Staff will make the noted changes to the memo and discuss at the next meeting.

8.0 Local Technical Assistance

Ms. Bozic discussed the local technical assistance memo. CMAP was awarded a Sustainable Communities Regional Planning grant, which funded CMAP's Local Technical Assistance (LTA) program. The LTA program provides assistance to communities in the Chicago region which were awarded funds by CMAP through a competitive process to undertake planning projects that advance the principles of Go To 2040. CMAP is currently working with 70 agencies to address issues on transportation, land use, housing, environment, economic growth, and community development.

CMAP staff believes there is an opportunity to identify CMAQ operations related projects that have the support of the community and could be supported by RTOC. A few of the operations related projects identified through the LTA program include the support of the Cermak Road smart corridor in the Berwyn Comprehensive Plan, conversion of one-way streets back to the original two-way street configuration in Blue Island, and access management improvements in the Old Town Plan for Carpentersville. Mr. Sikaras said that RTOC should be a neutral in regards to the LTA

program. Mr. Zavattero said more thought should be put into the role of RTOC and the LTA program. Mr. Pistick mentioned that there has been little follow-up discussion on PSAP and if that could be a potential eligible LTA project RTOC could pursue.

9.0 Other Business

10.0 Public Comment

There was no public comment.

11.0 Next Meeting

Next RTOC meeting will be held Thursday, August 30, 2012, 9:30 a.m. CST at CMAP offices.

12.0 Adjournment

The meeting was adjourned at 11:30 a.m.

Respectfully submitted

Todd Schmidt
Committee Liaison